

The Hongkong Telegraph.

No. 2016.

TUESDAY, AUGUST 28, 1888.

SIX DOLLARS
PER QUARTER.

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$500 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100 or more, their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [9]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, Threadneedle Street, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:

Fixed for 12 months, 5 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS a per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—

CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.
J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq.
L. FORTNECKER, Esq.
B. LAYTON, Esq.
N. A. SIEBS, Esq.
HON. A. P. McEWEEN, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER.

HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months, 3 per Cent. per Annum.

For 6 months, 4 per Cent. per Annum.

For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th August, 1888. [8]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1888. [25]

Intimations.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
Drab Felt Hats.
Black, Brown Drab and Grey
Hard Felt Hats.
Feral and other Soft Felts.
Tweed Hats and Caps in New
Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from \$5 each,
over 100 to choose from.
A large assortment of Walking
Sticks.
Waterproof Coats, Leggings &
Chair Aprons.
Travelling Rugs and Scotch
Mauds.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT."
"VIRGINIA BRIGHT."
"ALLEN & GINTER'S 'LITTLE BEAUTIES.'"
"ANNIE'S 'STRAIGHT CUT.'"
And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP" in 1/2 lbs. Tins.
"RICHMOND GEM" do.
Do. MIXTURE do. & 1/2 lbs. Boxes.
COPE'S "GOLDEN CLOUD" do.
WILLS' "BRISTOL BIRDS EYE" do.
Do. "THREE CASTLES" in 1/2 lbs. Tins.
ALLEN & GINTER'S "TURKISH MIXTURE" in 1/2 lbs. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 27th July, 1888. [17]

THE STERLING ORIENTAL CORSET



A SPECIALIST in
WARM CLIMATES or EVENING WEAR
Made from an entirely
New Fabric, combining
strength with
lightness.

ROSE & CO.

ARE NOW SHOWING A LARGE STOCK

OF

THE "STERLING ORIENTAL CORSET,"

IN RIDING,

TENNIS,

HAIDEE and

ACME.

Also,

THE "PHANTOM BUSTLE"

and

THE NEW "CURETTA" & "VESTINA"

BODICE.

ROSE & CO.,
37-39, Queen's Road.

Hongkong, 7th July, 1888. [40]

W. BREWER

HAS JUST RECEIVED

A QUANTITY OF NEW FRENCH NOVEL,
STYLOGRAPHIC PENS,
HUTTON'S ENGINEER'S HAND-BOOK,
REED'S
HUTTON'S WORK-MANAGERS HAND-BOOK,
SEATON'S MANUAL OF ENGINEERING,
FRENCH AND ENGLISH CONVERSATION,
CHEAP STATIONERY,
ENVELOPES a \$1 per 1,000,
THREE CASTLES TOBACCO,
NEW CASTLE LADIES FRENCH EVENING SHOES,
Presses for the protection of TENNIS RACKETS,
TENNIS BALLS, Etc.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 17th August, 1888. [100]

PIANOS FOR SALE. PIANOS ON HIRE.

A. HAHN, PIANO TUNER AND REPAIRER.

OWING to the increasing patronage to the PIANO Tuning Department of my business, I am obliged to give up "Store-keeping" from the 1st of September next. During this month of August, I will, therefore, SELL at REDUCED PRICES ALL BRASS, WIND, and STRING INSTRUMENTS, etc. Special arrangements have been made for the SALE of TOYS and FANCY GOODS at an average price of 50 cents cash. The Store will be kept open daily till 8 P.M.
—Hongkong, 1st August, 1888. [76]

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELEVY CARTRIDGE CASES, WADS, &c.
LOADING and RE-CAPPING MACHINES.
CARTRIDGE BAGS and BELTS.
CHILLED and COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKER-BOCKER STOCKING.
WATER-PROOF RUGS.
DOG WHISTLES, WHIPS and COLLARS.
PICNIC STORES.
&c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 10th August, 1888. [59]

Notices of Firms.

NOTICE.

WE have admitted Mr. HARRY WILLIAM DICK a PARTNER in our Firm in Hongkong.

W. HEWETT & Co.
Hongkong, 27th August, 1888. [838]

NOTICE.

A. G. SMITH, D.D.S., will take entire Charge of the DENTAL PRACTICE of the Undersigned during Dr. KIMBALL'S temporary absence, and is duly authorized to Sign the Firm.

WINN & KIMBALL.
Hongkong, 23rd August, 1888. [824]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHS. D. HARMAN,
Agent.

Hongkong, 25th August, 1888. [2]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's Steamship

"MOYUNE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 31st inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 31st instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TODAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 25th August, 1888. [829]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

Hunt, Commander, will be despatched as above TO-MORROW, the 29th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

First-Class Saloon and Cabins are situated forward of the engines. Second-Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th August, 1888. [793]

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"PORT ADELAIDE,"

W. West, Commander, will be despatched, for the above Ports, on THURSDAY, the 30th inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 22nd August, 1888. [818]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

Captain De Negri, will be despatched as above on FRIDAY, the 31st inst., at Noon.

All Bombay Steamer's are discharging in Prince's Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 24th August, 1888. [828]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA

THE Steamship

"BRECONSHIRE,"

W. Waring, Commander, will be despatched for the above Ports, on SUNDAY, the 2nd September.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 25th August, 1888. [834]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG,"

Captain D'A. de St. Croix, will be despatched as above, on THURSDAY, the 30th instant, at 3 P.M.

This Steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd August, 1888. [819]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"DEVAWONGSE,"

Captain P. H. Loff, will be despatched for the above Port, on THURSDAY, the 30th inst., at 2 P.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 27th August, 1888. [835]

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, NEW ZEALAND, and TASMANIA, &c.)

THE British Steamer

"MOGUL,"

Captain Johnson, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.

Attention is directed to the Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First Class Passengers.

To be followed by the S.S. "DELCOMYN" on or about 3th proximo, and by the S.S. "TARTAR" on or about the 20th proximo.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 28th August, 1888. [757]

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain R. Beltran, will be despatched as above on FRIDAY, the 31st instant, at 4 P.M.

For Freight or Passage, apply to

BRANDÃO & Co.,
Agents.

Hongkong, 27th August, 1888. [836]

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 L. I. American Ship

"MARY L. STONE,"

Josselyn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.,
Agents.

Hongkong, 20th August, 1888. [812]

FOR NEW YORK.

THE 3 1/2 L. I. American Ship

"W. H. CONNER,"

Buiman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.,
Agents.

Hongkong, 1st August, 1888. [755]

FOR NEW YORK.

THE 3 1/2 L. I. American Ship

"C. C. CHAPMAN,"

Hickborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.,
Agents.

Hongkong, 1st August, 1888. [754]

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 8th September, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....\$200.00

To San Francisco and return.....350.00

available for 6 months.....325.00

To Liverpool.....325.00

To London.....320.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Cons

Intimations.

A. S. WATSON & CO., LTD.

NOTICE.

GARDEN SEEDS.

SEASON 1888-9.

THE following SEEDS required for immediate sowing CAN BE SUPPLIED AT ONCE:—
CELERY, CYCLAMEN, and CINERARIA.

Our First Shipment of Assorted VEGETABLE AND FLOWER SEEDS has arrived, and will be ready for delivery in a day or two.

Catalogues and Gardening Notes Free on application.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Hongkong, 17th August, 1888.

MARRIAGE.

On Thursday, the 23rd inst., at the Catholic Memorial Church of St. John, Shanghai, by the Right Rev. Bishop Boone, D.D., Miss S. N. Wong to the Rev. F. L. H. POTT.

BIRTH.

On 28th August, the wife of O. J. KJELLER, of a son.

DEATHS.

At 20, Peking Road, Shanghai, on the 22nd August, OONAH MAY, the beloved daughter of E. V. and Rose E. Brennan, aged two years.
At Newchwang, on the 17th August, MARY, the beloved wife of T. M. Campbell, Chinese Imperial Maritime Customs, aged 38 years, deeply regretted.—Dundee papers please copy.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 28, 1888.

THE *Daily Press* says that, if rumour speaks truly—a very important qualification, by the way—"His Excellency the Governor has recently been interfering with the operation of the law in a way that is not calculated to secure the approval of the community." His Excellency's "interference with the operation of the law," we are then informed, means practically that the police have received instructions not to arrest harmless and inoffensive mendicants, nor to initiate criminal prosecutions against Chinese for lighting bonfires in the streets on the occasion of religious and social processions, or with the object of driving away evil spirits, cholera, and other plagues. Before writing this editorial, which from beginning to end is a covert, albeit a feeble attack on Sir WILLIAM DE VOUX, we think our morning contemporary should in the first place have been satisfied that rumour did speak truly. This impeachment of His Excellency's policy is shielded by the convenient excuse, if it should be challenged, that it was made on the strength of a certain rumour which reached the sanctum of the sucking BOANKROCKS of upper Wyndham Street. We are glad the rumour is true, and we venture to affirm that it will be heartily approved of by the Hongkong public.

The geographical position of Hongkong makes it utterly impossible to entirely exclude from this city the peculiar habits, customs, and usages of the Chinese. Mendicancy is a recognised institution in China—so it was in Great Britain not so very many years ago—and as nineteenth-twentieths of the population of Hongkong are Chinese, it would be strange indeed if mendicancy were not prevalent to a considerable extent. And after all it is a plant of perfectly innocuous growth. Victoria Gaol is already sufficiently crowded without having its "congested" condition aggravated by a cloud of harmless unfortunates who are not criminal in any sense, and who are certainly no annoyance worth speaking about to the foreign community. When mendicancy develops into a public nuisance the proper remedy is to arrange to have the wretched unfortunates sent back to their homes on Chinese territory. To convert them into permanent gaol-birds would be worse than a blunder—it would be almost a crime. As to the Chinese practice of burning bonfires in the streets in order to scare away devils and epidemics, that is a well-known article of their religious belief, which the Hongkong Government has specially agreed to protect. And it has been sanctioned by the authorities for generations. What then has the *Daily Press* scribbler to complain of? Apparently nothing; but he had to write some sort of trash for his daily pennyworth of babbling prattle, and this frivolous excuse for frivolous fault-finding suggested itself. We can only suggest to our contemporary's talented leader-writer what SYDNEY SMITH said of FRANCIS JEFFREY—"he hasn't body enough to cover his mind decently with; his intellect is indecently exposed."

TELEGRAMS.

(Reuter.)

THE TRIPLE ALLIANCE.

LONDON, August 26th.

Signor Crispien's interview with Prince Bismarck has resulted in an agreement that in cases well defined in which either Italy, Germany, or Austria considers herself attacked, though uninvited each could claim help from the others.

LOCAL AND GENERAL.

THERE are three "editorials" in this morning's *Daily Press*. They are indeed very beautiful—in fact, quite worthy of the poor, dear old lady.

SOMEbody has been writing to "Brownie," complaining "that night-buckets are not covered according to contract." How sad! But there are worse nuisances in this colony than imperfectly covered night buckets. And "Brownie" is one of them. Eheu!

It is really very touching to read in a telegram from Rome that the Pope is losing strength owing to a severe attack of liver complaint. We always understood that this worthy old gentleman claimed infallibility, in addition to being the viceregent of God on earth! And now he is "stuck up" with a bad liver. It is very sad. Infallibilities ought to be able to get along without a liver.

THUS the *N. C. Daily News* of the 25th inst.—The *Amoy*, outward bound, crossed the Bar at high water on Thursday night, but through some misadventure collided with a junk at anchor off Pheasant Point. The *Amoy* received no damage, but remained at Woosung during, yesterday, endeavouring to settle the exorbitant claim made by the junk, which will probably have to be settled at the German Consulate. The *Amoy* resumed her voyage last night.

It is announced from Peking that a number of high officers have been degraded by the Imperial Government. The recent disaster on the Huang-ho doubtless accounts for Li Hung Tso's coming in for censure, but probably in his case the penalty is of a nominal character and he will be retained in his present place. His Excellency, Ne Wen Wei, Governor of Honan, has doubtless been degraded for the same reason as his illustrious colleague. His Excellency Li Ho-nien has also been deprived of his rank and banished to Sun Hwa-ching, at the northern border of Shanse and Mongolia; and Chen Fu, late High Commissioner of the Yellow River, has been sent into retirement at Hai Leeng Kiang, on the Amoor.

THE Macao correspondent of the *Daily Press* is a model of consistency. In a letter dated last Sunday, but which only appeared this morning, he says in one paragraph that the people who have been talking about cholera in Macao must have been delirious or the possessors of fantastic imaginations; and he then cheerfully winds up as follows: "A small steamer arrived here to-day from Hongkong bringing about 100 barrels of tar for the Government. Every night bonfires are seen on the tops of Cacilhas and Guia hills, barrels of tar being burned." Will our contemporary kindly ask its Macaoese correspondent for what purpose these barrels of tar were procured by the semi-bankrupt Government of Macao, and why they are burned nightly in certain places in the colony? And also, how many deaths have occurred on board the troopship *India*, in the lazarettos on shore, and in the crowded districts of the city?

It would seem that Li Hung-chang has at last been induced to favorably regard the lately formed Formosan Steamship Company. When Governor Liu Ming Chuan first mooted the project to the great Viceroy and solicited the co-operation of the China Merchants S. N. Co. and other assistance, Li turned a deaf ear, which treatment called forth from the hero of Formosa a letter that was generally regarded as a defiance to the Grand Secretary. Now, however, if the *Shih Pao* is to be credited, Li has recognised the possible benefits to be derived from the new enterprise, and lately telegraphed to Yang Yao-fang, the principal director of the Company, to pay him a visit at Tientsin. Yang accordingly hurried North, and after several satisfactory interviews with the Viceroy returned to Shanghai. It is now understood that Li Hung-chang fully sympathizes with and appreciates the intention of the Company to develop the trade of Formosa, and in pursuance of this sympathy, he has directed the Manager of the China Merchants Co. in Tientsin to extend every assistance to the operations of the Formosan enterprise, and to see that the affairs of the two concerns are amicably carried on together.

THE latest news from Macao that reached us this forenoon tells us of the much lamented death of Major Vaquinhas, from cholera. Our readers will remember that Major Vaquinhas, who belonged to a corps entirely distinct from the battalion of time expired men who were returning to Lisbon by the *India*, had declared himself against the late arbitrary measures adopted by Governor da Costa in suppressing the Municipal Chamber, and in consequence was peremptorily ordered to repair to the Cacilhas lazarette when the epidemic was at its highest pitch there. In a few days he was seized with a choleric attack, from which he never recovered. Probably on account of his state of health he was not sent over to Talpa, but kept at Cacilhas. At 10.30 p.m. last night Major Vaquinhas breathed his last. Our Macao correspondent informs us that half an hour after his death he was interred in the improvised cholera cemetery, distant about twenty feet from the infirmary of the lazarette, without any military honours or other funeral ceremony. Great indignation prevails in Macao against Governor da Costa for having sent a perfectly healthy officer into an infected lazarette. Major José dos Santos Vaquinhas, though below the fifties, was an old resident in Macao and had also served his country in Timor for twelve years, where he twice filled the post of Acting Governor. During his connection with the Macao Police force, he distinguished himself as Chief of the Detectives, and was decorated for various important services rendered to the Macao Government. He was a member of the Lisbon Geographical Society, a constant contributor to Lisbon and Macao newspapers, and a prominent member of the brotherhood of Freemasons. He leaves a son in a Lisbon college, and an aged mother in the province of Algarve, of which he was a native.

News from Wuhu up to the 23d inst. report all quiet at that port. The Taotai had a guard of soldiers on board the China Navigation Co.'s hulk, and H.M.S. *Cockchafer* and a Chinese man-of-war were en route from Shanghai.

THERE is, according to the *Chinese Times*, much sickness amongst the Chinese in Tientsin, owing partly to their habit of eating unripe cucumbers and melons in quantities, also to the fact that the nights towards morning turn chilly. The dew also is heavy, and the natives, who sleep in the open air, become feverish and aguish.

THE Band of the Northamptonshire Regiment, will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—

Marsch "Father's home" Brigg
Overture "Zampa" Herold
Valse "Treador" Rossini
Gavotte "Stella" Meyerbeer
Selection "La Mascotte" Audran
Selection "Sultan of Mocha" Gellner
John Morris, Bandmaster.

THIS morning, at the Police Court, before Mr. Wodehouse, six Chinese were charged with creating a disturbance and assaulting a fisherman on board of his junk while anchored at Yau-ma-ti yesterday. Complainant alleged that on the 25th inst. while in the harbour his junk collided with a craft in which were the six defendants, together with six other men. During the collision somebody poked him in the eye with a bamboo. Yesterday at 11 a.m. twelve men suddenly boarded his boat and immediately set upon him and beat and kicked him severely. This story was corroborated by the police of Yau-ma-ti, who spoke to witness giving the man in charge for assault. The accused informed the court that they wanted complainant to pay for the damage done by the collision but he refused to do so, and hence the trouble. The slanders of the disturbance were "sent up" for fourteen days, and the others who could not liquidate a fine of two dollars took the option of one week.

OUR morning contemporary's Macao correspondent is just as fond of contradiction as *Granny* is known to be. In his yesterday's letter, he distinctly says that whoever asserted that cholera had been raging in the Holy City, or in its approaches, must have been raving; and in the same document he states that the dread epidemic has abated, that no fresh deaths from cholera are reported, that the Manager of the Green Island Cement Works has lodged a protest against the Government for introducing cholera patients in the Island, that bonfires made of blazing tar-barrels are to be seen every night on the Cacilhas road and on Guia mountain, and that consignments of tar are daily received in Macao. There was a German philosopher, Hegel, who once undertook the defence of the "principle of contradiction." We strongly suspect *Granny* is Hegelian, as far as the love of contradictions is concerned, and that she has tutored her Macao correspondent to think in the same old groove, in open defiance of the *Adamic rule—idem agnit simul esse et non esse*.

THE *Echo* gives the following as the tea export from Foochow from the 11th to the 23th August:—

For London	217,456 lbs.
Telemachus	18,181 "
Stentor	399,293 "
For the Continent	
Telemachus	35,927 "
For Hongkong	
Telemachus	15,532 "
Benelux	48,965 "
Stentor	23,352 "
For Western Australia	
Glennavon	14,331 "
For Hamburg	
Glennavon	32,065 "
For Odessa	
Glennavon	9,000 "
For Sydney	
Chingha	247,935 "
Chingha	157,255 "
For Melbourne	
Chingha	393,855 "
Chingha	470,560 "
For Adelaide	
Chingha	28,525 "
Chingha	11,412 "
For Queensland	
Chingha	5,874 "
For New Zealand	
Chingha	4,240 "
Chingha	5,160 "
For South African Ports	
Propontis	1,553,021 "

THE Foochow correspondent of the Shanghai *Mercury* sends the following account, dated August 18th, of the typhoon that recently played such havoc in the capital of Fukien:—"We have been having very strange weather here lately, first great heat, then cold, rain, and other advantages peculiar to this port, but on Thursday morning last the weather had an appearance which allowed of no doubt as to what we might expect. A falling barometer, rising thermometer, and a N.E. wind are fatal signs here in summer; the glass fell all day, and the gale increased. It reached its worst at 1.30 to 2 a.m. on Friday morning—barometer 29.40 (at Pagoda 29.36, force of wind 10); the gusts were terrific. The glass then commenced to rise and the wind veered round to S.E. and E.S.E., and it moderated greatly by 5 a.m. Very heavy rains all day Friday, and now (Saturday) it is still showery. The damage done is, of course, very great; all the hongs are more or less unroofed, the dwelling houses of Messrs. Batgate & Co. and Messrs. Tokmakoff & Co. are seriously damaged, and every dwelling in the place is looking very typhoony. The trees on the hill are uprooted, the splendid new Grand Stand on the race-course has gone (it always had a list to starboard), the stables are also missing—gone to join the Stand, and compound walls of *Whitum* have joined the majority, a lot of Hedges and C.M.S.S. Company's cargo boats are reported damaged, a salt junk is sunk abreast the Custom House, telegraphic communication with all parts is interrupted, and I suppose as we get news from other local places we shall hear of further catastrophes. I fancy the people up at Kullang must have had a hard time of it, but they are all right, although a house or two is reported collapsed."

OUR Halphong contemporary, in notifying the fact that, since the Peak tramway line was opened in May last, 46,000 passengers have been up and down the Gap, adds the following item, which we commend to the consideration of those whom it may concern:—"On trouve au sommet du pic un hôtel installé avec beaucoup de luxe."

A CORRESPONDENT of the Shanghai *Mercury*, writing from Taku on August 20th, remarks:—"Rumours say that the Imperial Naval Yard will be closed in a few days and all the Europeans dispensed with. Now that the works in Port Arthur are about completed, there will not be much use carrying on a place of that description here, considering that the Taku Tug and Lighter Company are erecting shops, machinery, &c., in connection with their docks, and I have no doubt will do repairs, &c., to vessels which may be unfortunate enough to meet with accidents in the river. Under the Company's present able management, it will pay well."

FOURTEEN Chinese designating themselves as hawkers, shopkeepers and coolies were run in to-day before Mr. Wodehouse for public gambling yesterday. Inspector Baker said he found the prisoners busy at the game last night in a house in Square Street. It was a house well known to the Police and had been under observation for some two months. Corroborative evidence having been given, the majority of the accused denied the charge and rendered the excuse that they had gone to the house to see their friends. They were ordered to "ante-up" \$5 each, or take the option of fourteen days in the local Sing-sing, which alternative the majority of them voted for.

THE Tientsin correspondent of the Shanghai *Mercury* writes on the 16th inst.:—"From Peking I learn that His Excellency Lui, who was Acting Customs Taotai last year at this port, and Liu Han-fang, will again resume charge of Port Arthur. Chow Fu, late Taotai, is still in Peking and busy there arranging about the Tung-chow and Tientsin railroad, in connection with the French Syndicate. His Excellency Li Han-chang is also in Peking awaiting Her Majesty's orders. The water from the Yellow River is flowing through Shantung, and I hear it has risen to eleven feet, four inches, and another portion of it is finished work of the gap at Chen-chow has been broken through, so that the gap is again over 1,000 feet broad. Monsieur J. J. Carrey, of the French Syndicate, who left here the day before yesterday, en route for the gap, where he has to survey and report thereon to the Viceroy of the real position of affairs, has been detained on account of the heavy fall of rain, and the gale, about thirty li from here."

TO-DAY three Hindoo or Mahomedan firemen of the steamer *Chingta* appeared before the Marine Magistrate, Captain Ramsey, R.N., charged by Mr. John McKechnie, the chief officer of the ship, with desertion on the 4th inst. at Shanghai. Complainant said the men ran away from the ship with three others; all of whom shipped in this port on the 28th July last, when they received a month's advance. Up to the time of their desertion they had given a great deal of trouble by making no end of complaints, chiefly about their food. They were before the Consul in Shanghai, who found that they had really been having more than they signed for. Complainant found the three deserters here in Hongkong, at the Police Station, on his arrival. In reply to the Magistrate the men said they could not get enough to eat and they were not strong enough to work in consequence; that the chief engineer, had struck one of them, and told him to leave the ship. Mr. E. Ferguson, the chief engineer, informed the Court that on one occasion he gave a man a slap on the face for impudence, but had never told any of them to leave the ship. The firemen's defence not satisfying the Court, they were sent to gaol for the term of three weeks, with hard labour.

THE two Chinese shopkeepers who are wrangling about the possession of \$600 in Hongkong notes again appeared before Mr. Wodehouse at the Police Court this morning. Wong Chi, the complainant, accuses Lam Yat Hong of picking up the notes which he had lost and refusing to return them. Mr. Webber appeared for the prosecution and Mr. Denny for the defence. It will be remembered that complainant said he lost the notes in returning from an eating house where he had been taking some refreshment on the night of the 16th inst. The accountant at the refreshment rooms spoke this morning to seeing a man there that evening hunting about on the tables and floor, as if looking for something, but could not say whether it was complainant. Complainant's accountant spoke to going with his master to the house on the evening of the 16th staying a quarter of an hour and then returning home, where they then found the money had been lost. On the 21st, from information received, witness went to the defendant's shop and told him the money had been lost, also that he had heard his *joki* had picked it up. Defendant replied that his son-in-law had found the money, but that he had just gone out. On asking if it would be convenient to pay it back, defendant said "No, there is no proof that it is your master's; you don't know the numbers of the notes and I won't return one dollar." He was then informed by witness that if his master did not get the money, he would probably commit suicide, to which defendant answered "Your master can do what he likes." Replying to Mr. Denny's witness, said he saw his master receive, previous to the 16th, two payments, one in notes of \$100 and another for \$500; that this sum was not put into the safe but rolled up and placed in an old envelope; he was not sure whether complainant had gone to the safe, but did not see him do so. Complainant on being further interrogated by the Court, said he put the note into an old envelope which he had received from a friend in America, about the middle of last July; the letter it contained he had destroyed. At this point the case was adjourned until Thursday next at 10 a.m.

THE *Courrier d'Haiphong* advocates the creation of a College of Medicine for Annamites and Tonquinese, on the same lines as the Hongkong establishment for Chinese.

THE Foochow *Echo* learns that the recent typhoon caused frightful destruction of human life and of cattle at Chang Loh, a place about fifty miles distant from Foochow.

HALF-A-DOZEN experienced miners from California arrived at Shanghai on the 24th inst., under contract with the Chinese Government. They left for Chefoo the following day and will be employed in developing the Shantung gold mines.

THE *Mercury's* Chefoo correspondent writes on August 18th:—"It has been raining here ever since the 6th. Our harbour is now well protected, for there are six Japanese, six Chinese, one English, and one German war-vessel in port. All we want now are a few junks."

MR. ALEXANDER COWIE, master of the *Aurora*, had better transpire—(dictionary meaning, "to turn up")—before the end of this month, or he will find himself \$5,879 to the bad, that amount lying ready for him at the Supreme Court. Twenty-five thousand drinks, Allice.

It is stated that Prince Ch'un will leave Peking during the coming autumn and take a cruise to the different Chinese ports to examine into the conditions of the harbours, forts, and other defences, and to decide what further fortifications should be constructed at important points along the sea coast.

THE gentlemen sent to the United States to enquire into the habits and customs of the Americans are apparently in difficulties. Their interpreters, although very willing, do not appear to possess the necessary qualifications for their posts and the state of their finances prohibits the engaging of others. The cheapest rate at which they can find board and lodging is \$4 (American) a day, equal to about 7s. 3d. and, as the *Shih Pao* says, however high the ability they may possess, without money they will not be able to put it to much account.

THE Chinese Imperial Household has, according to the *Shih Pao*, given out instructions directing the general and other officers of the Eight Banner Corps to secure a number of young girls under the age of fifteen, to serve as maids of honour at the Emperor's marriage next spring. A description of the girl's exact age and parentage, the official rank of the father, and other particulars must be given, and only the handsomest and brightest ones will be selected. After their selection they will be taken into the palace to be trained for the duties which they are to perform.

THE "Mosquito" fleet of Hongkong Harbour is generally acknowledged by shipmasters to be as well-equipped and smart a collection of small craft as any port in the world can show—Sydney not excepted. It is going to be augmented. "The Steam-launch Company, Ltd.," is about to be registered, its objects being to purchase and build passenger and cargo launches, or both, to be specially fitted for the purposes of salvage or Government use. They will run in the vicinity of the island, to Kowloon, &c. The capital consists of \$200,000, in 2,000 shares of \$50 each.

MR. E. R. BELLIOS does good by stealth, and blushes to find it fame. This afternoon, for the first time we believe, he appeared in the rôle of the blue-blooded philanthropist. With that generosity for which he is so well known, especially in providing cheap residences for the poorer classes, Mr. Bellios some time since set aside the sum of \$3,000, which he handed to a trust composed of three local gentlemen, to be called "The Bellios Trust," its object being to ostentatiously parade itself whenever it had a chance, by giving a "Bellios medal" whenever there was the slightest excuse, such as performing a common act of humanity, the precious gift being accompanied by a \$25 "Bellios" bank-bill, and a "Bellios" certificate that the recipient had deserved the largesse of such a great and good man. The result anticipated, we suppose, was that the favored hero would immediately be paralysed by the high honour, and would value it above rubles, or even the distinguished order of St. Mickey and St. George. This afternoon about half the members of the Police Force were marched round to Government House, fully equipped, with Captain Deane, Adjutant Dempster, Chief Inspector Horrolop, and Inspectors Perry and Gauld, to assist at the first exhibition of the sort. His Excellency the Governor had agreed to make the presentation, the hero of the occasion being P. C. Khan Singh, No. 559, who, it will be remembered, jumped off the Canton Wharf on the 30th July and rescued a Chinese under circumstances of some danger. Mr. Francis, one of the "Bellios" trustees, brought the "Bellios" star, the "Bellios" certificate, and the "Bellios" shakels. Dr. Eltel, also a worthy trustee, was present. The gallant Punjabi stood out in front of his comrades, and Sir William De Vaux addressed him for a quarter-of-an-hour, with intervals for interpretation. He expressed his pleasure at the occasion which had brought them together, explained how "Bellios" Sabib had been good enough to institute a new Order of Chivalry, and what was for. Then, in a few pertinent phrases, he lectured the men generally for being so unnecessarily rough to Chinese coolies, and complimented Khan Singh on having gone and done otherwise. His Excellency next read the "Bellios" certificate, amid several weary yawns from exhausted bystanders, and then pinned the "Bellios" medal on the wrong side of Khan Singh's coat, and handed him the "Bellios" ducats. Another Sikh constable, P. C. Bason Singh, 531, stood alongside, wearing a couple of red medals. The Governor, addressing him, said that he also had performed an act of gallantry, (of which nature we could not learn) and after investigation, if they deserved it, he would recommend them both to the Royal Humane Society. Then His Excellency shook hands with both the gallant heroes, and the "Force" marched back.

MR. SRS. Wheelock & Co.'s Shanghai *Freight Market Report* has the following:—"Quotations are:—Newchwang to Swatow, 19 Mex. cents per picul, steam, small enquiry; Chefoo to Swatow, 13 Mex. cents per picul, small demand; Nagasaki to Shanghai, \$1.65 per ton of Coal net, for steamers, demand; \$1.30 ex-ship, for sailing vessels. Settlements during the fortnight:—*Felling*, British steamer, 752 tons register, Kuchinozu to Shanghai, \$1.60 per ton Coal, despatch, a trip; *Felling*, British steamer, 752 tons register, monthly charter 4 months, private terms; *Mary L. Stone*, American ship, 1,430 tons register, Shanghai and Hongkong to New York, private terms; *Henrietta*, American ship, 1,203 tons register, Amoy, to New York, private terms; *Satsuma*, British barque, 364 tons register, hence to Amoy, 12 Mex. cents per picul, despatch; *Emma T. Crowell*, American barque, 1,087 tons register, Shanghai and Hongkong to New York, private terms. Disengaged vessels in port:—*Highlands*, British barque, 1,334 tons register; *Tamar E. Marshall*, British ship, 1,270 tons register.

OUR old friend the London *Graphic* has been sending us lately some "awful slush" in the way of illustrations, and so too has the *Illustrated*, when we come to compare its work with that of such magazines as the *Century* or *Harper's Weekly*. It is apparent to anybody, even to a school-boy, that these two "high class" periodicals though nearly solely representing a great maritime empire, though catering for 60,000,000 of people whose constant boast is that they rule the waves, have neither a marine artist worth his salt, nor yet an engraver who can hold a candle to the men who execute the fine pictures of the two magazines already mentioned. This is bad enough and shameful enough to all British engravers, but by the last mail's *Graphic* it is doubtful if the paper has on its staff even a capable writer who understands a smattering of geography. I speaking of H.M.S. *Impetuous* annexing Christmas Island, which is immediately correct south of the Straits of Sundra, and whose position is given in lat. and long. the paper informs its diligent readers that Christmas Island will be found as being on the direct route between Canada and New Zealand and just in the right place for our commerce between Panama and the Australian Colonies, when the Canal opens. Any of the Naval Cadets on board the *Impetuous* would be able to say that our new (useless) possession is neither near Canada nor New Zealand, but if on any direct route at all, on that which leads up from the cold latitudes of the Antarctic Ocean to Eastern India and China.

NOTWITHSTANDING all that is being said and written in London regarding the defenceless condition of the coast lines of Great Britain and the hopeless state of the Navy certain influential Paris Journals declare, and even go the length of demonstrating by figures, that England is now far and away the strongest. Power in the Mediterranean and that her Channel fleets are the foremost and strongest in the world. These said newspapers also affirm in correctly as we believe—that the present agitation in London has been surreptitiously got up by a party of military and naval chiefs with the object of scaring the representatives of the people into lending large supplies of money, which they would never consent to do except under such pressure. The *Temps* affirms there is still an understanding between Great Britain, Germany and Italy by which their combined fleets will dominate the Mediterranean to hold in check not only the ambitions of France but also those of Russia, in regard to the coast of Africa and to the dominions of the sick man of Constantinople. An Italian paper, the *Roma Progresso*, answering these assumptions, says that by a fortunate coincidence the Power which is to-day the strongest in the Mediterranean is, at the same time, the one which has a greater community of interest with Italy—that Power being England. The Mediterranean is for her an entrenched camp; but nothing more. Malta and Gibraltar in that sea, and Aden in the Red, are fortresses, *deposits* for coal, magazines for stores, etc., but not commercial cities which can create a rivalry with Genoa, Naples, Messina, or Venice. Cyprus and Egypt are to England strategic positions, from which, however, an army of invasion will never threaten Italy. The events of the Mediterranean concern three portions of the world, and Great Britain has no interest in the whole, except in so far as they have no disposition to extend her possessions in this direction, but only to preserve them, and for this reason gives less trouble in the present and creates less distrust for the future.

A SERIES of very interesting letters on the commercial movements of the port of Halphong in general, and the charges levied on the landing and warehousing of goods in particular, appears in the last received numbers of the *Courrier*. The writer deprecates the system of general warehouses, which is at present in vogue at Halphong, and which, notwithstanding the express desire of the Chamber of Commerce to the contrary, is still a monopoly, resulting in high charges and other extortionist measures on importers of goods. Owing to repeated representations from local merchants, a Commission has been appointed to study the matter, and frame adequate regulations. As a result of the preliminary enquiries, the following comparative data are given:—At a ship landing 200 tons of coal, and the consignee has this cargo warehoused in the "Magasin General" for six months, during which time the coal is gradually sold and taken out of the store. The charge levied by the "Magasin" is francs 36.40, the charge according to the tariff, actually in vogue being francs 10.05; while Hongkong charges are francs 5.20, and Shanghai only francs 3.12. And a cargo of 2,000 tons of rice landed on the similar conditions has to pay, at the rate of the "Magasin," francs 110.00, the tariff of the "Magasin" would be francs 45.40, the actual charge being francs 10.48, and the Shanghai charge francs 11.60, and two thousand tons of rice are landed and have to be conveyed to the interior. The junk freightage charged by the "Magasin" would be francs 9.80, while the present tariff does not amount to more than 0.80 per picul. For warehousing cost the "Magasin General" charge francs 1.4 per ton per month; the Hongkong and Kowloon Godowns, francs 0.20; and the Shanghai Godown Co. francs 0.25. For warehousing barracks, the tariff of the "Magasin" is francs 1.50 per ton per month, while the Shanghai charges are francs 0.80. After adding many other details showing the "Magasin" system charged by the "Magasin General" of Halphong, the writer concludes as a monopoly in a port which registers only 200,000 annually, the writer recommends the Halphong Chamber of Commerce to do away at once with the "Magasin General," and to leave the business of warehousing goods in the hands of the persons interested in the local shipping.

THE Tite Barnacles of London town are at it again and have now decreed that in future all sailing barges—whether going "across" or not—must keep official logs, with entries of births and marriages occurring on board, employment or death of lascars, and any refusal to take time juice, also particulars of load line, free-board, etc., etc. As the load line is generally at a point somewhere on deck, and as the free-board will thus be a minus quantity, it should be rather good reading this official log of the average bargee who is "not much of a scholar." We would like to see him sit down and write it up.

A highly popular and generally esteemed assistant in a local princely house departed from this island on Saturday last without any ostentatious flourish of trumpets. Fearing that an address would be presented to him, he contemplated leaving unobtrusively, but some "d—d good-natured friend" "blew the gaff," and as our poet suggests, the address was presented after a short pedestrian exhibition in which the minion of the Supreme Court had much the best of the finish. The illuminated scroll presented to the dear departing one was hurriedly replied to, the notes which the highly popular gentleman used being presented to the deputation. As eighteen or twenty more "deputations" were by this time waiting at Pedder's Wharf, the youthful celebrity embarked somewhere in the vicinity of Wanchai. Who will be the next?

THE home papers are recording a remarkably first passage through the Suez Canal of a China steam clipper. "The Glenlogie," we are informed, homeward bound with tea of extraordinary piquancy and purity from the Flowery Land, entered the Canal on the 1st July, took on board 1,600 tons of coal and left the Canal also on the 1st July. Allowing nineteen hours for this vessel's passage through the Egyptian ditch, would give her about five hours for the handling of the large shipment of black diamonds, which would be taken in at the rate of more than 300 tons per hour. This is unusually smart, and delightful enough to make us rub our hands with jubilation; but still we are not satisfied,—"we business men" out here in China. What we want and what we must demand of China-going skippers is that there shall be no stoppage in Egypt of any kind. They must get through the Canal in half a day, and as for coal—why, do without it. A detention of five hours employed in such trifling, as cursing and swearing and gnashing of teeth, and licking and kicking the Egyptian *fellahs* at Port Said, is a ruinous waste of time. If the ships went steam without coal they had better engage a modern kind of Archimedes who can pick the trumps up in his arms and "dump" their durned cargoes on to the deck of the tea boat, and let her get away without any further fooling. Old ladies at home can never stand the stress of waiting five mortal hours for tea which is always piquant and pure.

PROTESTANTISM in Spain leads but a dull and cheerless life owing to the ignorance and bigotry of the masses as much as to the narrow-minded and selfishly constituted laws which regulate religion amongst the Latin races. In Great Britain, the United States, Germany, Holland, and all the Baltic provinces where Protestantism is the religion of the State, all other creeds and denominations of Christians are on an equality before the law. In Spain, however, and in Spanish Colonies, religious matters are carefully and jealously watched for the benefit of Roman Catholicism and apparently for the disadvantage of all other creeds. The appeal of two Protestant professors at Madrid, who were condemned to imprisonment and to pay heavy costs for having refused to salute a Catholic priest bearing the *Vaticum* to a sick person in Madrid last April, has been dismissed by the Supreme Court of Justice. The Court held that the inferior Court rightly interpreted the existing penal code enactments against persons committing acts of disrespect to the State religion. The same Supreme Court decided some time ago that the Public Prosecutor in Coruna must bring to trial some Catholics who entered a Protestant Chapel with their hats on, insulted the Pastor, threw the Bible on the floor, and trampled it under foot. The trial was held in that case, but the offenders escaped punishment, after committing one of the grossest and most aggravated insults ever wrought against religion by a civilized or supposed to be civilized people.

ONE of the most remarkable coaching achievements ever known has just been accomplished on the London and Brighton road. A wager of £1,000 to £500 was made that Mr. James Selby, a well-known whip for the last quarter of a century and a driver on the Brighton road for the last ten years, would not complete the double journey in eight hours. The weather was fine and the roads in excellent condition. The coach left the famous "White Horse" Cellars in Piccadilly at 10 a.m. in charge of Mr. Walter Dickinson, one of the owners of the coach, who took up the wager on Mr. Selby's behalf. The first change was made at the "Horse and Groom" Stream, where the change of horses and the re-starting of the coach occupied exactly 47 seconds. The changing at Patcham also took 47 seconds, and the longest stoppage on the journey, including all attentions to the horses and the bearings of the coach, did not occupy more than a minute. A little delay was caused once in getting the gates of a railway crossing open at Crawley, but with that exception there was no unfavourable incident. By the route taken the distance to the "Old Ship" at Brighton is calculated at 54 miles from the starting point in London, and the down journey was completed in 3 hours 56 min. 10 sec. "Not more than a second's stay was made in Brighton," the team being immediately turned round and started homeward. When it is remembered that 108 miles had to be covered in the time, or an average, including stoppages, of 13½ miles an hour, it will be seen the task was not an easy one. When the coach drew up again in Piccadilly, it was found the distance had been covered in exactly 7 hours and 50 min. or ten minutes under the time allowed. The horses, all in splendid training, and handsome and valuable animals, were changed sixteen times during the journey. The fact that the attempt was to be made to win a bet which so many sportsmen had previously declined, had become extensively circulated, and at many points along the road there were great numbers of cheering spectators, while at the Piccadilly rendezvous, "the Cellars," there was a large gathering of sportsmen, who heartily congratulated Mr. Selby on his achievement, and on his good luck in thus winning £1,000.

THE recently appointed Director of the Yellow River Works, the present Governor of Canton, is, the *Skin Pao* says, daily expected on his way to his new post. Wu-ta-ching is a native of Soochow, and began his official career as a member of the Hanlin. Previous to being sent to Canton he was Assistant Superintendent of Trade at Tientsin.

THE wreck of the steamer *Deutschland*, the Shanghai *Mercury* learns from Japan, has been sold at auction to an enterprising Japanese for \$600. It is reported that the foreign shareholders in the vessel were fully insured, and that the Koreans have lost everything. The log-book of the steamer is said to have mysteriously disappeared.

THE *China Mail* advocates—and the *Daily Press*, of course, follows suit—the introduction into this colony of 25 and 50-cent pieces. No more "idiotic *type dixit*" than this has ever emanated even from that stilted ass "Brownie," and we are quite sure that the Government will treat such a suggestion with the silent contempt it merits. If the Hongkong Executive were very badly in want of funds to carry on the machine of Government, there might be some excuse for introducing these superfluous monetary tokens as a matter of expediency; but as Lister's money-box has been lately filled to overflowing by contributions of a more or less shady character, there is really no excuse for flooding the town with clumsy and useless coins which would only lead to public inconvenience. Hongkong has already had fifty-cent pieces, and anything more hideously ugly in the shape of coinage has never been seen here or elsewhere. We have at the present time silver tokens representing five, ten, and twenty cents respectively, which, if available in sufficient quantities—and they certainly ought to be if the Government is alive to its own interests—fully answer the requirements of the colony. As regards the dollar coinage, if the local Banks cannot see their way to issue something decent in the shape of one-dollar notes—and we would suggest that the paper coinage of the Japanese Government should be taken as a model—the question may arise whether they are entitled to the special and valuable privileges they enjoy at the public expense! A very large number of one-dollar notes of the Hongkong and Shanghai Bank now in circulation, nearly all of which bear the lovely autograph of "James Greig, Chief Manager," are a disgrace to that high-toned institution. Their filthiness is simply disgusting, and they can only be safely handled with nitrile gloves. We know that the Bank staff enjoy no sinecure and are pretty well engaged during, and frequently enough after, the recognised hours of business; but still Mr. Jackson can surely see his way to calling in these tattered and evil-smelling rags and issuing something worthy of a great and prosperous corporation like the Hongkong and Shanghai Bank.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. F. Leach, Acting Puisne Judge.)

MUSSEY v. WING LI KOK.

This was a claim brought by D. Mussey & Co. merchants, West Point, against Ng Li Kok, trader, Queen's Road, for \$568, money lent. There was a counter-claim for \$455, damages by loss of sale.—Mr. Holmes appeared for the plaintiff, and Mr. Wilkinson for the defendant.—On several occasions last year the defendant stored quantities of matches in plaintiff's godown, and borrowed money on demand, giving promissory notes, payable on demand. In June this year payment of the last note was demanded, amounting, with interest and godown charges, to \$1053. He did not pay, and after successive notices he was told that the matches would be sold. They were accordingly sold, and realised \$547, leaving \$506 due.—In defence it was admitted that the money was due, but it was further alleged that notice was given to plaintiff that the matches had been sold by defendant for \$1508, which he ignored, selling them by auction for about one third of that amount. Hence the counterclaim for \$455, being the difference between the debt of \$1053 and the amount that would have been realised by the sale. The case was adjourned.

THE LEGISLATIVE COUNCIL.

The whole of the members of the Council met this afternoon, after about six weeks' holiday. Mr. Francis was present—fortunate in the capacity of silent spectator. His Excellency appointed himself clerk and read some very interesting correspondence which he had written, in a style which nearly obtained an encore for him. He recommended various votes of money, including \$13,000 for the drainage of Wong Nei Chong valley, \$46 for prizes for shooting to be competed for by the Police; \$335 for a new flagstaff at the Harbour Office, and \$20 to pay for having the Crown lands at the Peak watched, to prevent their being removed surreptitiously.

His Excellency said he did, and explained why. It took him twenty minutes to do so, but what he conveyed was, respecting the first question, that he had ordered the sick, lame, and lazy who infested the colony to be carefully dumped on their native heath again whenever they were caught, instead of filling the Gaol with cholera. As regarded the joss-paper interpellation, he had learnt that joss-paper, &c., was burnt ever since Confucius, and he wouldn't stand by and see the police running in the Chinamen who burnt it now. *Pro aris et foci*—Hi-yah! The magistrates had better mind, for it wouldn't do. Here he looked severely at the Hon. B. Layton, who looked overcome, and said no more, and the regular business went on swimmingly.

THE GAP ROCK LIGHT-HOUSE.

The following message from His Excellency the Governor on the above subject was presented to the Legislative Council this afternoon:—The Governor has pleasure in directing to be laid on the table the further correspondence (other than confidential) which has taken place on the subject of the proposed Light-house on the Gap Rock.

Through one of the alternative proposals more has been submitted by the Governor to the Chinese Government were considered altogether

free from objection, an arrangement based on this has, nevertheless, been arrived at which practically secures the object in view, viz.: the improvement of the Southern approach to Hongkong, by the erection of a Light-house, and the maintenance of a Light at a point where this convenience to shipping has long been very urgently required, and on the site which all competent authority regards as the best for the purpose.

This arrangement is not in all respects such as might be desired; but there is excellent reason for believing that it is the most favourable that can be obtained, and that unless it were accepted, the attainment of the end desired would again be indefinitely postponed.

In this view of the arrangement, the Governor feels bound to make public acknowledgment of the service rendered in devising and proposing it, by Sir Robert Hart, the able Inspector General of the Chinese Imperial Customs, who has thus found the means of furthering the interest of British trade while at the same time loyally conforming to the very natural and intelligible prejudices of the Chinese Government.

And while recognizing the means by which this benefit has been obtained, the Governor desires also to express his regret that any words used, or reported to have been used, by him in Council in connection with this question should have been construed as reflecting upon His Excellency Sir John Walsham, Her Majesty's Minister at Peking.

Nothing in the knowledge of the Governor has furnished any ground for such reflection; on the contrary he considers that Sir John Walsham deserves the thanks of the Colony for taking the only course which was at all likely to achieve success, and for thus bringing to a satisfactory termination a question which has been the subject of much futile correspondence with his predecessors.

In connection with this Gap Rock arrangement, the Governor had hoped to be able to secure another improvement in the lighting of the approaches to Hongkong, by the removal of Wagon Island of the Light-house now at Cape D'Aguilar. But, though his efforts in this direction have so far proved unsuccessful, he does not propose to relinquish them, if such course be approved by the Council.

The erection of a light-house at Waglan would be far less difficult than at Gap Rock; and it is possible therefore that the Chinese Government might be more easily induced to undertake the work with its own staff, if a sufficient subsidy were promised by this colony.

But pending any such negotiation, the issue at which end of the matter the subject was the Governor considers that there should be no delay of the work at the Gap Rock, if the arrangement respecting it should meet with the approval of the Council, and receive the sanction of the Secretary of State.

For this reason the proposal recently made (with a view to save time in construction) for placing a flashing light at Waglan and a fixed light at the Gap, will require to be abandoned; and it is deemed to be on the whole expedient to revert to the original plan of a flashing light at the Gap. Placed at the same height there seems to be no doubt that a flashing light would be much more useful than a fixed light; and it appears that Sir Robert Hart, whose experience on the subject is entitled to very great weight, is of opinion that the greater height required for the former is a disadvantage which would not be sufficient to outweigh this superiority.

The two Light-houses, if we should succeed in obtaining both, would thus be more costly than would have been the case if the Governor's proposal to include them in the same arrangement had met with success; but considering that there now annually enter the Port of Victoria vessels with an aggregate measurement of nearly six millions and a half of tons (a tonnage, it may be remarked, which according to the published returns is larger than that of the Port of all the British Possessions on the Continent of America and larger also than that of the total of the three leading Colonies of Australia) and considering that the Southern is, if anything, the most important of the two approaches to the Island, it may be taken as certain that no expense which is at all likely to be incurred can be otherwise than very inconsiderable by comparison with the advantage gained in the saving of time alone, and without reference to the losses of vessels directly attributable to the absence of lights.

The cost which would have been saved to the shipping trade, if a Light at the Gap Rock had been erected at the same height as the subject was first mooted, would now amount to a sum which could probably be only expressed in hundreds of thousands of pounds; and the Governor trusts, therefore, he has reason in congratulating the Council and the Colony that a want of such very great importance is at length to be supplied.

COREA.

(FROM OUR CORRESPONDENT.)

Chemulpo, 16th August.

Of late there have been many rumours about newly-discovered rocks in Korea. If these were true, then it would be singular that the Korean coast navigation should have been so singularly free from accident, as until quite recently it actually has been. There is perhaps no safer navigation than that along the Korean coast; it is most decidedly not less safe than the China coast navigation. The latest charts by the *Flying Fish* relating to the "Approaches to Seoul" are as safe as long as mid-channel courses are kept; but if it is thought proper to do otherwise, and "close-shave" right or left, then the consequences must be taken, in Bristol or Korea. There is no Press in Korea, except the *Koryo Gazette*, published daily, in which minor affairs of unimportance are not even discussed, but merely cursorily mentioned. Therefore to a large extent we are helpless, as far as an expression of public opinion goes, unless the independent Press in China and Japan grant us space. None of the rocks recently brought into notice in Korean waters can be said to have been unknown; quite the reverse.

Her Britannic Majesty's ship *Rattler* being now in these waters, it is to be hoped that she may be able to spare the time to sift this matter a little. The only steamer reported lost in Korea so far was not lost on an unknown, but on a well known rock. The *Rattler* has gone with despatches to Chefoo, but is expected back again in a few days.

There are rumours about Chinese troops being massed on the Siberian frontier; I should like to ask where are they to come from? Who is to pay them? And when the Cossacks put in an appearance, who will get their rice cooked, if any? The American military instructors are doing good, vigorous work; one of them is way to Japan to fetch his over-worked health. The Mint is in fairly good working order again. It is run by natives and they strike off copper coins; about the weight of the coin, it is rumoured, they are not particular. When a hundred pieces are struck off, they are packed together, sealed up and sent to the King. Perhaps His Majesty would prefer to take 100 English sovereigns, instead of 100 Korean coppers.

There is no political news.

I'm sorry the Chinese steamer calling here does not carry as much cargo as the Japanese do; my own ideas on this subject I propose to ventilate in a future letter.

On the whole, business and trade are getting more lively and increasing constantly. I may be permitted to say, however, that to a large extent it is a question of Agency. I will recur to the absurdity of having a telegraph operator as a shipping agent, in my next epistle.

The weather has been splendid here; on one occasion we had 66 deg. Fahrenheit during the day; the highest during the night has been 76 deg. We beat Chefoo. From the papers I see that the Japanese Flying Squadron has left Shanghai for the North. Here we have only one Japanese man-of-war in port. She got foul of the U.S.S. *Tanaka* the other day, remaining foul of her for about five hours, until steam could be got up. Some of the head gear of the *Tanaka*, including her jib boom, experienced tough handling.—*Shanghai Mercury*.

ATTACK ON FOREIGNERS AT WUHU.

A correspondent writes from Wuhu to our Shanghai morning contemporary under date August 22nd:—

A serious affray that might have ended fatally occurred to-day in Wuhu. It appears there is a very large and well-organised band of thieves in the port, who seem to set all law at defiance, and whose principal object is boarding steamers on their arrival and robbing the passengers. This has been going on for a long time, but through the timidity of the Taotai and his underlings their daring is getting beyond all control. This morning one of these men was caught red-handed thieving on the steamer *Peking* and was at once confined by the officers of the steamer; his comrades, after trying to rescue him in vain, went on shore and with the hope of intimidating the few foreigners of the port, waylaid and attacked the second officer and quartermaster of the steamer as they were proceeding to the Custom House to clear her. The second officer defended himself bravely and having secured a sword from the hands of one of his assailants, kept them at bay, although badly wounded on the head and hand. It might have fared much worse with him had not Captain Gregson and some of his men gone to his assistance.

The matter was at once reported to the British Consul by the Company's Agent, at whose suggestion the steamer was kept until the Taotai was communicated with, and the case put before him. After two or three hours' detention the Taotai sent off a force of men and the thief was taken to the Yamen.

It is to be hoped this will have a salutary effect, and that this disgraceful state of things will be put to an end.

I must mention that the men who attacked the second officer were armed with swords and daggers, and evidently meant serious mischief.

Our little community is quite upset by this, and we should be very pleased to see a gunboat in the port. I cannot conclude without expressing the satisfaction felt at the prompt measures taken by our Consul, Mr. Mansfield.

[H.M.'s gunboat *Cochet* has left for Wuhu, and we also learn that a Chinese gunboat has proceeded to that port.—Ed.]

TIENTSIN.

18th Aug., 1888.

Last week, in our obituary notice of Mr. Blow, we said his brother Capt. Blow was Senior Commander of Trautman's steamer line. We should have said instead that Capt. Blow was *Micric* Superintendent.

Heavy but not violent rains have fallen during the week, and the low-lying districts between this city and Peking are covered with water, but although the river is beginning to swell, no overflow from the Peiho has yet occurred. Enough rain has now fallen, and the farmers are hoping for a spell of dry weather to ripen the abundant growths of grain, roots, and fruit.

The *Leesang* broke up completely in the gale we recorded last week, and nothing can be saved from her. She was a very fine vessel, and as was shown by the strains she bore on the rocks, was of very strong construction.

We are sorry to say that a valuable set of pumping apparatus, made expressly for salvage operations at sea, sent from Shanghai to the steamer *Leesang*, was lost when that vessel broke up.

The Yung-ting-ho has broken its banks, and part of the country near to Peking is flooded. The damage done, so far, is not serious.

A very serious accident has occurred at the Ping-tu mines. A charge of dynamite for blasting did not explode at the proper time, and when a party of men was sent to withdraw the fuse and replace it with another, an explosion took place, and a number of people were killed and wounded. Lidstone, the foreign mining engineer, received serious injuries.

The Ping-tu mine is likely to be given up, it is said. The outlay on the works has been considerable; the returns, which were never large, are absorbed by the Taotai's numerous relatives, and at any rate, the mine, which can only be made to give a small profit by being carried on carefully and economically, now loses money on every ounce of gold produced.

The manufacture of brown or "cocoa" gunpowder will soon be commenced at the Arsenal on the north side on a large scale, all preparations being in a forward state.

With reference to the omnivorous habits of the Chinese, a correspondent writes to us:—It is the Cantonese and Fukienses only who are believed to indulge in such delicacies as dogs, mice, snakes, etc., and a favourite dish *par excellence* at a great banquet is one going by the name of *Mr. Chi*. Two young baby mice, blind and unable to crawl, are placed before each guest alive in his plate. In the middle is a dish of honey (Chinese name *Mi*) into which each of the guests dips the unfortunate victim, enveloping it in a sugary shroud before consigning it to his rapacious maw. The *Chi* is said to be onomatopoeia for the dying protest of the infant mouse, while being slowly ground by human molars.

We learn that the whole of the new embankment made at Cheng Chou, begun last autumn and carried on to the last at a cost of \$10 millions of taels, has been completely swept away by the surging torrents of the Huang-ho. As the floods rose it was seen the strain became dangerous, and Li Hung-tao, who was 70 or 80 ft. from the spot, was sent for in hot haste, but before he could arrive the whole bank went down before the flood; of the 8,000 lineal feet of the river wall recently completed not one inch remains, and the waters are pouring through the immense gap into Honan unchecked. From 800 to 1000 labourers, who were on the bank, were also swept away and drowned. The volume of silt-laden water now covering the country and to some considerable extent entering the Yangtze, will, there is every reason to fear, in a few months make known its coming by forming bad shoals between the Lung-tan and the sea. The conservation of the Yangtze, by far the most important artery of the Empire, and always increasing in importance, may then become a burning question, far transcending in moment the reclamation of the Huang-ho.

We much regret that Mr. Allan C. Wylie died after a short illness on Friday the 17th inst. The deceased gentleman came to this place a few months ago. He was an excellent man, cheerful, energetic, true, warm-hearted, and in all ways a good specimen of the enterprising, energetic, and successful Scotch mechanical engineer.—*Chinese Times*.

Today's Advertisements.

STEAM TO STRAITS AND BOMBAY.
(With option of calling at Colombo should inducement offer.)

THE P. & O. S. N. Co.'s Steamship
"KASHGAR"
will leave for the above places on SATURDAY, the 1st September, at NOON.

E. L. WOODIN,
Superintendent.
Hongkong, 28th August, 1888. [840]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"BOKHARA"
will leave for the above places on or about the 5th September.

E. L. WOODIN,
Superintendent.
Hongkong, 28th August, 1888. [3]

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"ANCONA"
will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.
Hongkong, 28th August, 1888. [3]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, ANCONA, AND LONDON.

MADRAS, CALCUTTA AND AUSTRALIA.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIEST, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAMSHIP COMPANY'S Steamship "CATHAY," Captain J.P. Hassall, with Her Majesty's Mails, will be despatched from this port for LONDON direct, via SUEZ CANAL and usual Ports of call on WEDNESDAY, the 12th September, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 28th August, 1888. [1]

NOTICE.

WE have admitted Mr. DAVID AARON GUBBAY, A PARTNER in our firm in Hongkong and China from 1st January, 1888.

D. SASSOON & Co.
Hongkong, 28th August, 1888. [841]

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.

Also, A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to No. 6, PEDDER'S HILL.

Hongkong, 20th May, 1888.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3% or \$3.75 per Share for the six months ended 30th June, 1888, declared at To-day's Ordinary Half-yearly Meeting, will be payable at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 28th inst., and Shareholders are requested to apply for Warrants at the Company's Office No. 14, Praya Central, Hongkong.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 27th August, 1888. [837]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of (L.1.10) One Pound and Ten Shillings Sterling per Share of \$125 is Payable on and after MONDAY, the 27th instant, at the Offices of the Corporation, where Shareholders are requested to apply for warrants.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 25th August, 1888. [831]

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the Senate of the College by forwarding to the ALICE MEMORIAL HOSPITAL (1.) GLASS JARS (for Museum purposes), (2.) ILLUSTRATED PAPERS and Books for the Student's Reading Room and Library.

Address—JAMES CANTLEY, Hon. Sec. to the College.

Hongkong, 7th August, 1888. [773]

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Pinnic and Bathing Parties, etc.

For particulars, apply to CRICKSHANK & Co., Ltd.

Hongkong, 17th August, 1888. [801]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Office of the Company has this day been REMOVED to VICTORIA BUILDINGS, No. 5, QUEEN'S ROAD, Central, Ground Floor.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 13th August, 1888. [787]

Insurances.

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY In connection with Life Assurance Business is afforded by THE STANDARD LIFE OFFICE, one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNBO COMPANY, LD., Agents, Hongkong.

Hongkong, 29th June, 1888. [659]

STRAITS INSURANCE COMPANY, LIMITED.



HONGKONG CONSULTING COMMITTEE:—F. SEIN, Esq., Messrs. ED. SCHILLHUIS & Co. E. L. REUTER, Esq., Messrs. PUSPAU & Co.

HEAD OFFICE, SINGAPORE.

STRAITS INSURANCE COMPANY, LIMITED. Subscribed Capital \$1,000,000 Paid Up Capital 600,000 Reserve Fund 85,000

THE above Company is accepting MARINE RISKS to all parts of the World at CURRENT RATES.

STRAITS FIRE INSURANCE COMPANY, LIMITED. Subscribed Capital \$2,000,000 Paid Up Capital 400,000

THIS Company is prepared to Issue POLICIES against FIRE on Foreign and Native Houses, Godowns and their contents, at CURRENT RATES.

All Contributors of Business in the above Two Companies participate in the Bonus whether Shareholders or not.

JOHN ANDREW, Agent, Office, 24, Queen's Road, Opposite Hongkong Hotel.

Commercial.

TO-DAY.
THE SHARE MARKET.

5 o'clock.

Nothing of any special interest has transpired since we last wrote. A few Punjoms have been placed at 117 and additional shares are still offered at the same price. Small lots of the Tramway Co.'s scrip are reported to have changed hands at 325 per cent. premium, and there are further sellers at that rate. Other quotations speak for themselves.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—151 per cent. premium, ex. div., buyers.
Union Insurance Society of Canton—\$90 per share, sellers.
China Traders' Insurance Company—\$73 per share, sales and buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—\$93 per share, buyers.
Yankee Insurance Association—Tls. 80 per share, sellers.
Chinese Insurance Company—\$175 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$345 per share, sellers.
China Fire Insurance Company—\$78 per share, sellers.
Honekong and Whampoa Dock Company, 29 per cent. premium, ex. div., sellers.
Honekong, Canton, and Macao Steamboat Co.—\$216 per share, sellers.
China and Manila Steam Ship Company—110 per share, sellers.
Honekong Gas Company—\$145 per share, sellers.
Honekong Hotel Company—\$175 per share, sellers.
India-China Steam Navigation Company, Limited—20 per cent. div., sellers.
Douglas Steamship Company—\$60 per share, sellers.
China Sugar Refining Company, Limited—\$176 per share, ex. div., buyers.
Luzon Sugar Refining Company, Limited—\$56 per share, buyers.
Honekong Ice Company—\$78 per share, sellers.
Honekong and China Bakery Company, Limited—\$80 per share.
Honekong Dairy Farm Co., Limited—\$13 per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, ex. div., sellers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—1 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Honekong Rope Manufacturing Company, Limited—\$75 per share, sellers.
Perak Tin Mining and Smelting Company—\$5 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co.—\$11 per share, sales and sellers.
Honekong and Kowloon Wharf and Godown Company—64 per cent. premium, buyers.
Tonquin Coal Mining Co.—35 per cent. premium, sellers.
The Honekong High-Level Tramway Co., Limited—325 per cent. premium, sales and sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0 1/2
Bank Bills, at 4 months' sight 3/0 1/2
Credits at 4 months' sight 3/0 1/2
Documentary Bills, at 4 months' sight 3/0 1/2
ON PARIS.—
Bank Bills, on demand 3/80
Credits at 4 months' sight 3/87
ON INDIA, T. T. 224
On Demand 224
ON SHANGHAI.—
Bank, T. T. 72
Private, 30 days' sight 72 1/2

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... \$550
(Allowance, Tels 16 to 32)
OLD MALWA, per picul..... \$580 to \$590
(Allowance, Tels 4 to 10)
NEW PATNA, (without choice) per chest \$496 1/2
\$509 1/2
NEW PATNA, (without choice) per chest..... \$500
NEW PATNA, (bottom) per chest..... \$505
NEW BENARES, (without choice) per chest \$488
to \$490
NEW BENARES, (bottom) per chest..... \$490
to \$500
NEW PERSIAN (best quality) per picul..... \$640
OLD PERSIAN (best quality) per picul..... \$600
OLD PERSIAN (second quality) per picul..... \$550
to \$575

CHINA COAST METEOROLOGICAL REGISTER.

27th August, 1888.—At 4 p.m.

STATION	Barometer at Sea Level	Thermometer at 5 P.M.	Temperature	Humidity	Direction of Wind	Force	Weather
Wanchow	30.0	85	SE	1	0	0	0
Tientsin	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
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Hongkong	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
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Hongkong	30.0	85	SE	1	0	0	0
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Kobe	30.0	85	SE	1	0	0	0
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Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
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Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
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Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
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Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
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Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
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Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
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Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0	85	SE	1	0	0	0
Nagasaki	30.0	85	SE	1	0	0	0
Kobe	30.0	85	SE	1	0	0	0
Yokohama	30.0	85	SE	1	0	0	0
Amoy	30.0	85	SE	1	0	0	0
Hongkong	30.0	85	SE	1	0	0	0
Shanghai	30.0</						